









## SPORTING AND OTHER NOTES.

Referring to the Governor's remarks at the Bowling Club the other day about a Public Park in Kowloon, every one must be very glad to see that H.E. is so much in favour of acquiring open spaces for recreation and for the use of the public generally. There are plenty of us on the Hongkong side who would like to get a change by going over to Kowloon occasionally, if there was any decent place to go to where we could stroll about, play, or look on at games or otherwise amuse ourselves, and, as H.E. appears to be very willing to assist the public in acquiring the ground, now is the time to move in the matter. Will not some public-spirited Kowloonite take the matter up and through the medium of your paper, Mr. Editor, inform the public what ground is available and how it may be best laid out? If some good scheme is put before the public they will subscribe the necessary funds fast enough.

A certain piece of land was set aside by the Government for a Public Recreation Ground, and the Afforestation Department was granted \$2,000 for the purpose of laying it out. This money, though, has apparently not been spent. I understand the ground (swamp) set aside by the Government (of which the Bowling Club have taken a part) is not large enough to provide places of recreation for all Kowloon and part of Hongkong. I don't know what the area is, but I dare say other land is available near the present ground.

The polo-players have now given up the ground at Happy Valley and have apparently not done so much damage as some people anticipated. There are a good many bare patches on the Naval Football ground, but these were probably there before polo was started; some places, however, have had to be refuted, and for this reason, i.e. to give such places time to recover, polo should have been stopped a month ago. It takes at least seven or eight weeks for turf to set at all, and I fancy a good many blue-jackets do not care to wait until the end of the month to start football, but would like to start at once. The chief objection to the Polo Club using this ground is that if either the Naval or Military Football Clubs or the Hockey Club wish to improve their ground by cutting, leveling, and rolling it, they cannot do so. The polo-ground at Causeway Bay has been allowed to run to grass through the hot weather, and this is not the way to get anything approaching turf on the ground—the longer the grass is allowed to grow the coarser and weaker it will get; the shorter and oftener it is cut, on the other hand, the finer and stronger it will grow and consequently the more wear and tear it will stand. Some people have a theory that if the grass is cut close, the sun dries up the roots, but this theory will not hold, as any one can see for himself by looking at the Military and Naval cricket-ground at Happy Valley, and also the golf greens, which are cut very short through the summer and show much finer and more wearable turf than other grounds in consequence.

Some steps should be taken to revive the Athletic Sports, and I think it is a matter the Hongkong Football Club might take up, as they are certainly in a better position than any other club to run a meeting successfully. They have the necessary building for spectators and also a dressing-room, and they could with very little trouble find a place to store the necessary gear. All that remains to be done is to obtain H. E.'s consent to make a cinder track, and collect subscriptions for the purpose.

It is distressing to find a place the size of Hongkong, with its many schools, regiments, etc., holding athletic meetings—every year, without any running or bicycling track. There could be no better place to make it than round the Hongkong Football ground, and I am sure the necessary money for the purpose could be easily obtained from the Hongkong public. The meeting has always been held in March when there are a good many things on, such as the races, football-competitions, etc., to interfere with training. It is also often very hot about that time, and if a competitor slightly overdoes the training, it is hard to pick up in the hot weather. Personally I should prefer to see the sports held (say) about the end of November, as the evenings in that month and also October are quite cool enough for training and there is little in the way of exercise to be got at that time unless one can leave the office at 4 o'clock, which is as a rule impossible for most of us.

I see that the ponies which are coming from Australia will be here before the end of September, and you state that over seventy are expected. I suppose there must be at least thirty or forty ponies of one sort and another in the Colony at the present time. Would it not be possible to hold a horse-show, or rather a pony-show, somewhere about Christmas time, that is, after the ponies which are expected shortly have been here for three months? Would not a show be an incentive to owners and to groomsmen to turn out the ponies a little better than they otherwise might? There might be a class for all-comers and a class exclusively for the ponies coming into the Colony after a certain date, and a class for polo-ponies and hacks; and there might also be a driving class. Of course the ponies shortly coming would not be really fit by Christmas time, but you can't help that. There is no doubt, however, that some of them will look a lot better than others, and that to a large extent will depend on the way they are "done" in the meantime. If I were a judge, I should give more points for condition and whether the pony looks well in himself than for anything else perhaps. Of course soundness would have to be taken into consideration to some extent, but then we hope the ponies will be sound when they arrive. By Christmas time, too, some of the owners might have found out their ponies could jump a little,

and it might be possible to carry out the suggestion I made two weeks ago in connection with the show—it would all help to make the thing go. My great point is, however, that if it were known that such a show was likely to come off, it would add an increased interest in the horse-flesh in the Colony, and in this way we should have a better race meeting. The show need not be confined to horses; we might have cats and dogs as well.

There are plenty of snipe down now, and I hear of several bags of about twenty couple the last two or three days. The best of the shooting will be over in another week or ten days.

VETERAN.

## CONSULAR REPORTS.

NEWCHANG. Mr. Consul Palford, who is responsible for the report on the trade of Newchwang in 1900, points out that the trade in 1900 was very different from the anti-foreign rising of the Chinese in the year 1900. All forecasts were entirely overthrown, and comparison with the figures of other years seems to serve no purpose.

Under the conditions of local trade, which looks chiefly to Shanghai and not to foreign countries as its source of supply, to ascertain the origin of imports is impossible.

An unusual feature in the trade was the large amount of goods both foreign and native imported. During the September quarter, when matters were at their worst, there was more business done in re-exports than in imports, the native merchants hastening to put as much of their property as possible out of harm's way.

The figures for shipping do not show as much falling off as those for trade. In addition to the ships included in the return, there were a good many vessels which arrived as transits for Russian troops and stores. The British total was augmented by several ships formerly under the Chinese flag, which were transferred to British ownership on the outbreak of hostilities.

There was naturally an exodus of railway coolies when work ceased, and this port was glad to see the departure of the few thousand employed on the Chinese railway, for they were a menace to the peace of the place as soon as their work and wages were stopped. When operations were suspended in the middle of June, the Chinese railway was running daily trains from here to Shanhaikwan. The work on the Hsin Min Ting extension was nearing that town. The line was not much damaged by the Boxers. In fact, trains were kept running by the Chinese between Shanhaikwan and Chin Chou all through the trouble, and the Russians on working their way along the line in October found it in good order. Between Chin Chou and Newchwang two large temporary bridges had gone, and a short section of the line had been torn up, but it is expected now (April, 1901) that the Russians will soon be able to run trains through to this port.

The Russo-Chinese line was running trains from Port Arthur to Tich Ling, some forty miles north of Moukden. This line was more damaged but more quickly repaired for military purposes. It is being rapidly pushed forward. Construction trains can now go to Kai Yuen, 25 miles north of Tich Ling. Work is also going on from Harbin, near Hailan on the Sun-Kai River, and the roads will meet this summer. Despite the troublous times a new feature was introduced into the trade of the port during the year. The Newchwang Steam Ferry Tug and Lighter Company commenced work with one small tug, the *s.s. Gullion* and three lighters. The want of such facilities for dealing with cargo in this harbour, where wharves accommodation is limited, has long been felt. In default of much local work last autumn, the tug and lighters were chartered by the British Transport Officer for work at Shanhaikwan, where a large amount of stores for the foreign troops had to be landed at the end of the season.

## DR. SVEN HEDIN IN CENTRAL ASIA.

Letters from the great Swedish explorer have now brought information about the interesting and important explorations which he is carrying on in Central Asia. He had, the *Times* says, been busy in the Lo-Nor region.

With the aid of the map he had completed in March, 1900, when he made his great discovery in connection with the Lo-Nor problem, he was able to find his way to the Lo-Nor region, and there to proceed with all his caravan to the ruins on the northern shore of the ancient lake-bed. Dr. Hedin was able to stay amongst the ruins for a week. During this time he was busy engaged compiling maps and plans, taking photographs, gathering together collections of various kinds, and making excavations amongst the ruins. The discoveries he made were both numerous and important, but he thinks that perhaps his most curious "find" was some twelve complete letters written on paper in Chinese. They were in a marvellous state of preservation, every sign being perfectly distinct and legible. In one of the Chinese letters the place is called Lo-Lian, and there is also mention of the great road which, it will be remembered, Dr. Sven Hedin found running along the northern shore of the lake-bed, which is said to join Lo-Lian to Sadele. Dr. Hedin brought away with him specimens of the various kinds of woodcarving.

At the time of his last letter (April 23 of this year) Dr. Hedin was at Charklik, which he had reached only a few days earlier. He was greatly surprised to learn from the letters he found awaiting him about the troubles in China (he himself had been travelling in a portion of the Chinese Empire), and somewhat amused at the warnings addressed to him by King Oscar, the Swedish Minister for Foreign Affairs, and numerous other friends to the effect that he should be careful not to expose himself to the enmity of the Chinese, which he laughed at the idea that he might be compelled to leave his work unfinished and return to Europe at once. In Charklik, he says, though it is a town in the middle of the Celestial Empire, there are only 15 Chinese, and these were mortally afraid of him and his Russian escort of four Cossacks. They did everything he commanded, procuring camels, horses, and provisions for him without delay, and otherwise carrying out his wishes with the greatest promptitude. Dr. Hedin's next line of march will be through Tibet, and there, of course, as he remarks, there are no Chinese.

Dr. Hedin does not think he will reach Europe this year. He proposes to cross Tibet diagonally from Tamerik to the sources of the Indus, passing, if possible, a little to the north of Lake Manasarovar. He would like to visit Lord Curzon in Calcutta; then, returning to his caravan, proceed as quickly as possible to Kashgar via Ladakh. From Kashgar, Dr. Hedin does not feel that he could return direct to Europe on account of his Cossacks, who have rendered him invaluable services, and whom he feels bound to leave in none but a Russian town.

## TRADE IN THE STRAITS SETTLEMENTS DURING 1900.

The report on the Trade of the Straits Settlements for the year 1900 by the Registrar of Imports and Exports states that towards the close of the year 1900 it became apparent that the trade which had existed more or less since 1898, was on the wane, if it had not actually terminated. In Europe, trade generally was characterised by high wages and increased cost for raw materials. In the case of Cottons, the year was marked by unusually violent fluctuations in home prices, but as the general tendency was towards a higher level of prices, Grey Shirtings in December being 10 per cent. higher than in January, holders of stocks and retail dealers had a successful year. Prices in Singapore invariably lagged behind Manchester quotations, and owing to the absence of margins, buying in and replacement of sales was considerably curtailed. Firms dealing in Printed Cottons complain of trade in that class, especially during the last half-year, a position which the rise in exchange is said to have accentuated. The China War had a tendency to create a feeling of insecurity among dealers, who held back in view of future developments, and the stoppage of business in China led to some heavy Grey Shirtings being sent here for sale. Other causes such as checks on immigration necessitated by the existence of plague contributed in a lesser degree to curtail trade. Stocks held locally were fairly heavy as regards Prints, White Cambrics, and Grey Suters.

When it is remembered that a rise in the price of coal of 5 per ton means an increase in the cost of production of 5 per ton to iron, and that the effects of the South African War on the labour supply have been to raise wages, it is obvious that the returns to employers engaged in the metal industries have not been commensurate with the large output. In some kinds of metal, fluctuations have been great, as American and Belgian competition was felt, not only in the Colonial markets but in England itself, and attempts had to be made to meet this by lowering prices. Thus, Corrugated Iron was priced at £15 a ton in March and £12 in December. Steel and other manufactured iron also fell by about the same amount—over Pig Iron showing a decline, so that the outlook was by no means promising. Singapore reflected more or less the home movements, and there can be no doubt that several holders are in possession of high priced stocks, in particular Wire Nails and Steel, which have had to be disposed of at very low prices. The fall in iron has in many cases affected the price of goods comprised partly or wholly of worked metal, which are classed as "Hardware," and in this description, business has been both large and profitable. Coal imports were the heaviest on record, the high price of Cardiff more firmly securing the premier position to Japan, which is the only class showing an increase. Bengal supplies were practically the same as in 1899. Prices have fluctuated, especially in the Cardiff class, but Japan coal has considerably increased by nearly 2,000 chests, in spite of the high average price of Benares—\$9.90 compared with \$8.95 in the previous year. Of the increased quantity, 600 chests were classed as Persian, chiefly from Hongkong. This class is used largely for mixing with the Indian product and the average import price valued \$5.81.

The high wages paid for labour and the consequent rise in the standard of comfort are more or less reflected by this trade. In the import of Foodstuffs, Rice is by far and away the most important. Singapore alone received nearly 22 million piculs, of which close on 4 millions were re-exported. The average export price was \$3.10 per picul, or higher than in any previous year. Rangoon consigned to the Colony nearly 300,000 piculs in advance of 1899, Siam over 100,000 piculs more, and Saigon over 150,000 more. As I anticipated in previous reports, the local Petroleum industry showed evidence of considerable expansion. Sumatra supplied nearly 11 million piculs, compared with over 9,000,000 in the last previous year, or nearly 6 per cent. of the whole supply, which exceeded that of 1899 by 900,000 cases, and is the highest on record. Over 11 million cases or their equivalent were sent out of the Colony. The declared actual imports into Singapore of Liquid Fuel were less, but it is probable larger quantities than formerly were sent abroad to meet increasing demands. The total imports of Tin Ore now stand at 35,000 tons, an increase of 2,000 tons, the net amount of supply, with the exception of Selangor and Falm, contributing to the enlargement. Rubber exports are the highest on record, and show an advance of 21 per cent. on the 1899 returns, no doubt partly attributable to the high prices ruling. The average export price for 1900 was \$10.57 per picul, an increased average of \$2.12 per picul.

To turn to Exports, it is seen that 1900 was a year of good prices, generally accompanied by an increased output. The exports increased by over 6 per cent., although there had been a general anticipation that the year would show a considerable advance, but plague restrictions and other difficulties had so limited immigration that even at the close, supplies of labour had not met the demand. The declared average export price per picul at Singapore was \$74.90, an increase of nearly \$2 over the 1899 average price. The sales of Gambier exported by 7 per cent. in spite of the substantial advance in price, but Pepper exports showed a decline in the case of Black 3 per cent. in quantity. White Pepper declared price of Black Pepper exported from Singapore was \$29.67, compared with \$26 in 1899. Coffee prices averaged \$2.25 higher than in the previous year, but fell away at the close, and the prospects of this industry for the new year are very poor indeed. Areca-nuts, Cabbages, Cinnamon, and Long Pepper show an increased output among the Spices and Nutmegs, and the output of Cloves and Nutmegs, and Capul, Benjamin, Stickcloves, and other products of the Spice Islands, show a noticeable and Guttas and Rubbers, when taken together, show a slight falling off in quantity, particularly seen in Floor Tapioca. Sagos also show a small decrease, although prices ruled high in both these Foodstuffs. The export of Copra is the lowest since 1897, but on the whole averages fairly except in comparison with last year when the phenomenal export of 61,000 tons was recorded. The 1900 figures show a falling off, when thus contrasted, of about 10 per cent. Prices altered little from those of the previous year.

The Eastern Shipping Conference has continued to rule the freight market, and frequent alterations in rates were made presumably with the view of decreasing the burden which it was obvious was heavily handicapping, if not seriously crippling the export trade in certain produce. One firm commenced to ship on its own account, and several vessels were chartered, bringing it is believed good returns on the enterprise, but it is now stated that negotiations between representatives of the Conference and the firm in question have resulted in agreement between the parties.

Meanwhile reports from Manchester state that there has never been witnessed at one time so large a number of vessels leading direct to Europe. The present rates are still unreasonably high, and the principle of interference with the natural course of supply and demand is to be deprecated. During the year twenty-eight British registered trade marks were recorded, and certificates of ownership filed.

## PAYMENT OF THE INDEMNITY.

SUGGESTIONS FROM SIR ROBERT HART. It is reported that the Chinese Plenipotentiaries have received a despatch from Sir Robert Hart containing suggestions in regard to the collection of duties, etc., for the payment of the Indemnity, an abstract of which we give below.

1.—It is suggested that the Commissioners of I.M. Customs stationed at the various treaty ports be given the power to collect the local native customs revenues.

2.—It is proposed that all the Customs Tacklers shall each appoint an intelligent and able deputy to assist the Commissioner of Customs of the port concerned in above duties. The salary of said deputy to be paid by the I.M. Customs.

3.—The present native Customs' employees shall be retained in their place; but when matters become settled it will be necessary to deal with details and retain or dismiss such employees as may seem best for the service. The salaries of said employees shall be paid by the I.M. Customs.

4.—The rules and regulations of the native Customs now in force shall remain as usual until matters become better understood by those connected with the proposed new regime, when said regulations may be abolished or added thereto, as may seem best under the circumstances. It will be necessary to investigate the peculiar conditions current in each port and then strike an average so that there may be a single set of regulations for all, the chief aim being for the encouragement of merchants and the welfare of commerce so that the Government may be benefited.

5.—As to what may be termed duties and what articles ought to be taxed or what exempted from taxation, are matters requiring due consideration and mature deliberation. It will not be prudent to declare them at the present moment just at the commencement of the new regime. Once they are declared it will not do to make any changes afterwards.

6.—As to expenses, it is proposed to lay by one-tenth of the revenues pro tem, until experience shows what shall be done.

## THE ESSAY IN CHINESE EXAMINATIONS.

The *Universal Gazette* sings a psalm over the downfall of the "eight section" essay. Foreigners generally on reading the abolishing edict concentrate their attention on the change in the subjects of examination, but for the *Gazette* that point is overshadowed by the fact that China's scholars heretofore are absolved from the bondage of the stilted, mechanical, cast-iron shaped essay, and the *Len* comes forward in its place.

The writer in our native contemporary cannot refrain from joy on reading the abolishing edict, and declares that the old essay system, requiring as it did the misdirection of men's talents entirely to the form without the substance, was utterly destructive of men's minds. The essay, he says, was abolished for a few years at the beginning of Kuangsi's reign, but was soon restored in response to the clamours of the scholars. Then Kuang Hsu boldly struck a blow for the essay, as all the world knows. Hence this is the third time the essay has been abolished, showing it dies hard. Let us hope it has received its final quietus without hope of resurrection. The reactionaries succeeded in strangling the benign and far reaching reforms of the Emperor Kuang Hsu. But now at length we begin to see some signs that as the Empress's decree lately said "Mother and son are of one mind." During the three years since Ho Nai-jing asked that the essay-system be restored, many who were heartily sick of the old system became discouraged and gave up the study of the New Learning. They will be sorry now. Those who notwithstanding the set back of reform kept on with their studies will now receive their reward. Some will be appreciative lest the change will be merely nominal in the absence of proper schools to teach the new studies. But the writer thinks this difficulty will be overcome in time. The Emperor's breath has blown, and the wind will blow before it. The people thus encouraged will not need Imperial commands to erect schools; they will rise in every village and students will now turn their energies to preparation for the new regime, which begins next year.

## FAILURE OF THE YUKON FORESTS.

Wherever commerce invades the timber lands the forest growth quickly disappears. This is aptly illustrated in the experience of the Yukon valley in Alaska. The steamer traffic of only three or four seasons on that river has already created a timber famine on its banks. Of course that section of Alaska is not heavily timbered. Most of the commercial forests of the Territory lie further south and nearer the sea coast, where the climate is milder and more favourable to the growth of coniferous trees. These forests have always been spoken of as inexhaustible. But we are learning in this State the sad lesson that once the woodman begins to hew for commercial purposes a time can be quickly set on the life of the densest timber growth, particularly if nothing is done for its conservation and renewal, as is liable to be the case in Alaska.

The exhaustion of the timber supply on the banks of the Yukon river will create a serious problem in the navigation of that stream. It is now a great commercial highway, whose importance is growing each year. All the boats plying its waters have been drawing their fuel from its forests. These are now falling rapidly, and unless coal or oil is discovered, in available quantities in the neighbourhood, river navigation will have to be abandoned soon. Along the coast of the Territory there are vast beds of coal exposed at various points. These measures extend probably into the valley of the Yukon. The exhaustion of the timber growing there will stimulate the search for them. If found, the problem of future fuel supply will, of course, be solved, and the failure of the forests will cease to be a factor of importance in river navigation.—*S. F. Chronicle*.

## SOCIETY NEWS.

MACNIVEN & CAMERON'S PENS. THE WATERLOO PEN, for Easy Writing. THE FLYING SCOTSMAN PEN, instead of a Quill. THE FLYING JEWEL 200 words per day. 1899-1901. WEEKLY WORKS ED. S. S. S.

## TANJONG PAGAR DOCK CO.

The following is the directors' report read at the half-yearly ordinary meeting of the Tanjong Pagar Dock Co. at Singapore on the 10th inst.

The net amount for the half-year available for allocation, including \$265,000 brought forward from last account, is \$722,000. The directors recommend that a sum of \$200,000 be added to reserve for new dredger, wharf extensions and developments, thus raising this special fund to \$400,000. Payment of a dividend of 86 per share on the subscribed capital of the Company is now recommended. The proposed dividend of 86 per share will absorb \$222,000, leaving a balance of \$500,000, which is suggested to be carried forward. A fund has been created for insurance of tugs, barges, lighters, launches, &c., and a sum of \$15,000 has been placed on this account. The total amount of the debenture issue is \$1,435,000.

During the half-year, the following changes on the board of directors have taken place:—Messrs. Thomas Scott, C. W. Laird, G. M. S. Muir and W. P. Waddell resigned, and Messrs. John Anderson, W. H. Shalford and W. A. Gregg elected. In the absence on leave of Mr. P. T. Eratt, one of the Company's auditors, Mr. Alex. Guthrie has been appointed to act as an auditor in his place. The offices of the London Consulting Committee have been removed from Whittington Avenue to 120, Fenchurch Street.

## WE ARE SOLELY WINE AND SPIRIT MERCHANTS. OUR BUSINESS IS MANAGED BY EXPERTS, AND WE CLAIM TO GIVE THE BEST VALUE AS OUR KNOWLEDGE OF THE BUSINESS ENABLES US TO SAVE INTERMEDIATE PROFITS.

## H. PRICE &amp; CO.

12, QUEEN'S ROAD.

Hongkong, 3rd September, 1901. [618]

## THE ROBINSON PIANO CO. LTD.

SOLE AGENTS IN CHINA FOR THE CELEBRATED WASHBURN

MANDOLINES BANJOS GUITARS.

Hongkong, 4th September, 1901. [2053]

## A. LING &amp; CO.

FURNITURE STORE.

PLATED GLASS &amp; CROCKERY WARE. ALSO FOCHOW LACQUERED WARE. FURNITURE ON HIRE.

82, QUEEN'S ROAD CENTRAL. Hongkong, 1st May, 1901. [1143]

## AMERICAN SYSTEM OF DENTISTRY

AT NO. 39, QUEEN'S ROAD CENTRAL, CHADWICK KEW (LATE OF POATE &amp; NOBLE). Hongkong 15th September, 1899. [115]

## BAILEY &amp; MURPHY.

CONSULTING ENGINEERS AND SURVEYORS.

60 &amp; 62, DES VŒUX ROAD. Telephone No. 157. Telegrams "Contract."

W. S. BAILEY, M.E. MECH. E.

E. O. MURPHY, M.E. SC. A.M.I. MECH. E. Hongkong, 4th January, 1901. [1]

## NOTICE.

TO keep pace with the times, we have engaged an intelligent, experienced and well-educated Staff, thoroughly competent to converse in English and able to understand the requirements of our patrons more accurately than may hitherto have been the case; and thus we hope to save much valuable time and annoyance to our Customers.

A CHEE & CO., 17A, Queen's Road Central. Hongkong, 2nd September, 1901. [2229]

## NOTICE OF FIRM.

WE have this Day Authorised Mr. HUNG MAK HOI 洪基海翁 and Mr. CHOI PO SIEN 蔡寶善翁 to SIGN OUR NAME PER PROCURATION.

A CHEE & CO. Hongkong, 16th August, 1901. [2093]

## NOTICES TO CONSIGNEES.

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATINO UNITED COMPANIES).

## NOTICE TO CONSIGNEES.

FROM DOMBAY AND SINGAPORE. THE Steamship

"BISAGNO" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Portable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant, will be subject to rent. Bills of Lading will be countersigned by CARLOWITZ & CO., Agents.

Hongkong, 4th September, 1901.

## THE CHINA MUTUAL STEAMNAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL. THE Company's Steamship

"MYOTUNE" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. Goods not cleared by the 16th inst., at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, within ten days after the vessel's arrival here, after which no claims will be recognised. Optional Goods will be landed here unless instructions are given to the contrary before Noon, To-day, 9th inst.

JARDINE, MATHESON & CO., Agents. Hongkong, 9th September, 1901. [2229]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENMOHR" FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 30th instant, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 11 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th September, 1901. [2235]

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamer

"PYRHEUS" are hereby notified that the Cargo is being discharged on Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 9th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 13th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 17th instant. No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th September, 1901. [17]

## STEAMSHIP "NATAL."

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London (ex *s.s. Dorra*), and from Bordeaux, ex *s.s. Vile de Lorient*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 9th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remaining undelivered after MONDAY, the 16th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 16th inst., or they will not be recognised. All damaged packages will be examined on MONDAY, the 16th inst., at 3 p.m. No Fire Insurance has been effected. P. DE CHAMPMORIN, Acting Agent.

Hongkong, 9th September, 1901. [2]

## FOR SALE.

RURAL BUILDING LOT No. 1, situated upon MOUNT GOUGH, the PEAK, together with the FOUR HOUSES standing thereon. The Owner is prepared to accept an offer for the whole Lot or to sell the Houses separately, subject to the existing tenancies. Any portion of the purchase-money can remain on Mortgage at 8 per cent. per annum. For detailed particulars apply to DENNIS & BOWLEY, Solicitors, Supreme Court House.

Hongkong, 20th August, 1901. [2171]



## NEW ADVERTISEMENTS

**TWO ROOMS TO LET.**  
Apply to the  
OCCUPIER OF THE HOUSE,  
Hongkong, 11th September, 1901. [2312]

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (WEDNESDAY), the 11th September, 1901, at 11 A.M., in PRATS near Godown 84, PRAYA EAST, About 100 Tons of TAGAWA SMALL COAL (more or less) damaged by salt water. TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers,  
Hongkong, 11th September, 1901. [2313]

**GOVERNMENT NOTIFICATION.**  
No. 474.  
THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the OFFICE of the Public Works Department, on MONDAY, the 16th day of September, 1901, at 3 P.M., are published for general information. By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary,  
Hongkong, 29th August, 1901. [2314]

Particulars and Conditions of the Letting by Public Auction, to be held on MONDAY, the 16th day of September, 1901, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Hung Hom, Kowloon, in the Colony of Hongkong, for a term of 75 years, commencing from the 1st November, 1900, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

**PARTICULARS OF THE LOT.**

Registry No.	Locality	Boundaries	Area	Remarks
14	Hung Hom	Lot 14, Block 1, Hung Hom	1.5	One Lot of Crown Land

**THE OSAKA SHOEN KAISHA, LIMITED.**  
FOR FOOCHOW VIA SWATOW AND AMOY.  
THE Company's Steamship  
"ANPING MARU"  
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 25th inst., at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents,  
Hongkong, 11th September, 1901. [2319]

**THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**  
TRANS-PACIFIC SERVICE  
TO  
VICTORIA (B.C.) AND SEATTLE.  
Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the  
GREAT NORTHERN RAILWAY CO.'S LINES.  
THE Steamship  
"TEENKAI"  
4,322 tons, Commander H. C. Harris, is due here on 24th instant, and will have quick dispatch.  
For Rates of Freight and further Particulars apply to  
JARDINE, MATHESON & CO.,  
Agents,  
Hongkong, 11th September, 1901. [2317]

**NOTICE TO CONSIGNEES.**  
FROM CALCUTTA, PENANG AND SINGAPORE.  
THE Steamship  
"ARRATON APCAR,"  
Having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge will be landed at once.  
Cargo remaining on board after 2 P.M., on the 12th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.  
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
DAVID SASSOON, SONS & CO.,  
Agents,  
Hongkong, 10th September, 1901. [2310]

**NOTICE TO CONSIGNEES.**  
FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.  
THE Steamship  
"RADNORSHIRE,"  
Captain Bindloss, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 2.30 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN TOMES & CO.,  
Agents,  
Hongkong, 10th September, 1901. [2311]

**NEW ADVERTISEMENTS**  
DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOOCHOW.  
THE Company's Steamship  
"THALES,"  
Captain Robinson, will be despatched for the above ports TO-MORROW, the 12th inst., at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & CO.,  
General Managers,  
Hongkong, 10th September, 1901. [2309]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship  
"HAIKUN,"  
Captain Robinson, will be despatched for the above ports on FRIDAY, the 13th inst., at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & CO.,  
General Managers,  
Hongkong, 10th September, 1901. [2310]

**KAMPUR-AMERICA LINE.**  
FOR SHANGHAI.  
THE Steamship  
"FLANIERA,"  
Captain Robinson, will be despatched for the above port on FRIDAY, the 13th inst., at 3 P.M.  
This Steamship has superior accommodation for First Class Passengers.  
For Freight or Passage, apply to  
SHEWAN TOMES & CO.,  
Agents,  
Hongkong, 10th September, 1901. [2316]

**UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.**  
FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"LONGSHIRE,"  
Captain Robinson, will be despatched for the above port on FRIDAY, the 13th inst., at 3 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
Agents,  
Hongkong, 11th September, 1901. [2318]

**MR. W. C. M. LANG'S ESTATE.**  
MR. W. C. M. LANG of the Imperial Maritime Customs, Swatow, having died on the 12th August, at Swatow, it is hereby requested that all Claims due to the above Estate, and all Claims against the same, should be sent in to H. B. M. Consul at Swatow, on or before the 10th September, 1901.  
Any Claims against the above Estate received after the said date cannot be entertained.  
W. HOLLAND,  
Clerk of the Estate of the late Mr. W. C. M. Lang,  
Swatow, 7th September, 1901. [2306]

**WANTED.**  
AN experienced man of business to act as COMPTROLLER from next China New Year.  
Full particulars can be obtained on application to the undersigned.  
By Order of the Board of Directors,  
B. W. RUTTER,  
Manager,  
Hongkong, 31st July, 1901. [2322]

**WANTED.**  
AN experienced man of business to act as COMPTROLLER from next China New Year.  
Full particulars can be obtained on application to the undersigned.  
By Order of the Board of Directors,  
B. W. RUTTER,  
Manager,  
Hongkong, 31st July, 1901. [2322]

**GOOD JOBBING COMPOSITORS.**  
PERMANENTLY for competent men.  
Apply at—  
Daily Press Office,  
Hongkong, 9th July, 1901. [2316]

**COLD STORAGE.**  
THE HONGKONG ICE COMPANY, LIMITED, is now prepared to receive perishable provisions for Cold Storage at EXPR Point at Moderate Rates.  
WM. PARLANE,  
Manager,  
Hongkong, 17th February, 1899. [65]

**THE WANCHAI STORING COMPANY**  
ARE now prepared to receive Goods for Storage in their Godowns, situate on PRAYA EAST (late McGregor's Barracks). Lading and Shipping of Cargo is facilitated by means of the spacious strong Pier lately constructed in front of these Godowns.  
Terms Moderate.  
Apply to the SECRETARY on the Premises.  
Hongkong, 10th August, 1901. [2363]

## NEW ADVERTISEMENTS

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND FOOCHOW.  
THE Company's Steamship  
"THALES,"  
Captain Robinson, will be despatched for the above ports TO-MORROW, the 12th inst., at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & CO.,  
General Managers,  
Hongkong, 10th September, 1901. [2309]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship  
"HAIKUN,"  
Captain Robinson, will be despatched for the above ports on FRIDAY, the 13th inst., at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & CO.,  
General Managers,  
Hongkong, 10th September, 1901. [2310]

**KAMPUR-AMERICA LINE.**  
FOR SHANGHAI.  
THE Steamship  
"FLANIERA,"  
Captain Robinson, will be despatched for the above port on FRIDAY, the 13th inst., at 3 P.M.  
This Steamship has superior accommodation for First Class Passengers.  
For Freight or Passage, apply to  
SHEWAN TOMES & CO.,  
Agents,  
Hongkong, 10th September, 1901. [2316]

**UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.**  
FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"LONGSHIRE,"  
Captain Robinson, will be despatched for the above port on FRIDAY, the 13th inst., at 3 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
Agents,  
Hongkong, 11th September, 1901. [2318]

**MR. W. C. M. LANG'S ESTATE.**  
MR. W. C. M. LANG of the Imperial Maritime Customs, Swatow, having died on the 12th August, at Swatow, it is hereby requested that all Claims due to the above Estate, and all Claims against the same, should be sent in to H. B. M. Consul at Swatow, on or before the 10th September, 1901.  
Any Claims against the above Estate received after the said date cannot be entertained.  
W. HOLLAND,  
Clerk of the Estate of the late Mr. W. C. M. Lang,  
Swatow, 7th September, 1901. [2306]

**WANTED.**  
AN experienced man of business to act as COMPTROLLER from next China New Year.  
Full particulars can be obtained on application to the undersigned.  
By Order of the Board of Directors,  
B. W. RUTTER,  
Manager,  
Hongkong, 31st July, 1901. [2322]

**WANTED.**  
AN experienced man of business to act as COMPTROLLER from next China New Year.  
Full particulars can be obtained on application to the undersigned.  
By Order of the Board of Directors,  
B. W. RUTTER,  
Manager,  
Hongkong, 31st July, 1901. [2322]

**GOOD JOBBING COMPOSITORS.**  
PERMANENTLY for competent men.  
Apply at—  
Daily Press Office,  
Hongkong, 9th July, 1901. [2316]

**COLD STORAGE.**  
THE HONGKONG ICE COMPANY, LIMITED, is now prepared to receive perishable provisions for Cold Storage at EXPR Point at Moderate Rates.  
WM. PARLANE,  
Manager,  
Hongkong, 17th February, 1899. [65]

**THE WANCHAI STORING COMPANY**  
ARE now prepared to receive Goods for Storage in their Godowns, situate on PRAYA EAST (late McGregor's Barracks). Lading and Shipping of Cargo is facilitated by means of the spacious strong Pier lately constructed in front of these Godowns.  
Terms Moderate.  
Apply to the SECRETARY on the Premises.  
Hongkong, 10th August, 1901. [2363]

**K WONG FUNG YUEN, TIMBER MERCHANTS.**  
No. 252, DES VOUX ROAD WEST, Hongkong, Have always on hand a Large Stock of the following Timber:  
AMERICAN PINE AND FIR, BANGKOK TEAKWOOD, HARDWOOD, &c., &c. (in Logs and Planks).  
An Inspection is respectfully solicited.  
Hongkong, 5th September, 1901. [2362]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

## AUCTIONS

**PUBLIC AUCTION.**  
THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (THURSDAY), the 12th September, 1901, at 2.30 P.M., at No. 13, SEYMOUR TERRACE, for Account of the Estate of the late E. H. JOSEPH, A QUANTITY OF  
VALUABLE HOUSEHOLD FURNITURE,  
Comprising—  
SILK TAPESTRY COVERED DRAWING ROOM SUITE, BLACKWOOD CABINET, BASSIL AND STOOLS, CHIFFONIER, OVERMANTELS with BEVELLED GLASS, FINE BRASS BENDERS, MARBLE TOP CLOCKS, TAPESTRY and LACE CURTAINS, JAPANESE CLOISONNE VASES, ORNAMENTS, &c., &c.;  
TEAK SIDEBOARD, DINING TABLE, DINNER WAGGONS, TEA and OCCASIONAL TABLES, CUTLERY, ELECTROPLATED GLASS and CROCKERY WARE, &c., &c.;  
BRASS MOUNTED BEDSTEADS, TEAK WARDROBES, DRESSING TABLES, MARBLE TOP WASHSTANDS, &c., &c.;  
BATHROOM and PANTRY requisites;  
Also  
1 COTTAGE PIANO by J. Brinsmead and Son;  
1 MILNERS' SAFE.  
On View from Wednesday, the 11th Sept. Catalogues will be issued.  
TERMS:—Cash on delivery.  
GEO. P. LAMBERT,  
Auctioneer,  
Hongkong, 9th September, 1901. [2279]

**SPECIAL SALE**  
(On behalf of the Poor Orphans) of  
LADIES' and CHILDREN'S UNDER-CLOTHING and other Useful and Embroidered Articles, suitable for BIRTHDAY PRESENTS, &c., will be held at the ITALIAN CONVENT, From 2nd to 28th SEPTEMBER, Commencing at 2 P.M.  
The Price will be marked on every Article.  
The Superstices-hope to receive and merit a large share of the public patronage.  
Italian Convent, 21, Caine Road, Hongkong, 10th September, 1901. [2300]

**NOTICE.**  
THE Undersigned carry in Stock an extensive line of CIGARETTES and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of special terms to Exporters. Solicited. Special Terms to Exporters. Solicited.  
T. M. STEVENS & CO.,  
1, Duddell Street,  
Hongkong, 2nd August, 1901. [1934]

**NOTICE.**  
THE Undersigned has to advise that their OFFICE has been removed from No. 1, Duddell Street to BEACONSFIELD ARCADE.  
T. M. STEVENS & CO.,  
Hongkong, 30th August, 1901. [2269]

**NEGRI SEMBILAN GOVERNMENT NOTIFICATION.**  
APPLICATIONS will be received for the post of qualified Assistant Surgeons in the Negri Sembilan Government Service, Federated Malay States. Salary \$1,080 per annum, with annual increments as specified hereunder and free furnished quarters. The Assistant Surgeon appointed must sign an agreement for 5 years, on expiry of which, should his service be satisfactory, he will be put on the Fixed (Pensionable) Establishment. Candidates must hold a diploma from a recognized Medical College. Applications, with copies of recent testimonials will be received by the State Surgeon, Negri Sembilan, Malaya Peninsula.  
SCALE OF SALARY.  
1st year \$1,080  
2nd " 1,125  
3rd " 1,188  
4th " 1,248  
5th " 1,320  
6th " 1,380  
7th " 1,432  
8th " 1,584  
9th " 1,712  
10th " 1,848  
11th " 1,980  
12th " 2,316  
13th " 2,316  
14th " 2,316  
Final 2,520  
W. LEONARD BRADDOCK, F.R.C.S.,  
State Surgeon, Seremban,  
Seremban, 16th August, 1901. [2125]

**MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.**  
CODE WORD: "DOCK" NAGASAKI.  
A.I. A.B.C. Scott's and Engineering Codes Used.  
DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 89 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide... 26 1/2 "  
DOCK No. 2 (at MUKAUMI).  
Extreme Length... 371 feet.  
Length on Blocks... 350 "  
Width of Entrance on Top... 68 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide... 32 "  
PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.  
J. E. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1609]

## INSURANCES

**SUN INSURANCE OFFICE, LONDON.**  
FOUNDED 1710.  
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SIEMSEN & CO.,  
Agents,  
Hongkong, 16th May, 1892. [30]

**THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.**  
INCORPORATED 1851.  
CAPITAL... \$410,000.  
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
Wm. MEYERINK & CO.,  
Agents,  
Hongkong, 18th May, 1900. [185]

**SALAMANDER FIRE INSURANCE COMPANY.**  
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
HOTZ, STACOB & CO.,  
Hongkong, 2nd April, 1900. [33]

**TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.**  
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SIEMSEN & CO.,  
Agents,  
Hongkong, 16th November, 1872. [29]

**AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.**  
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
REUTER, BROCKELMANN & CO.,  
Agents,  
Hongkong, 21st April, 1877. [154]

**NORTHERN ASSURANCE COMPANY.**  
THE Undersigned AGENTS of the above Company, PREPARED TO ACCEPT FIRST CLASS FOREIGN AND CHINESE RISKS against FIRE at Current Rates.  
TURNER & CO.,  
Hongkong, 9th August, 1901. [2021]

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
TOTAL FUNDS at 31st DECEMBER, 1900, £14,732,681.  
I. AUTHORIZED CAPITAL... £3,000,000 0 0  
SUBSCRIBED CAPITAL... 2,750,000 0 0  
PAID-UP CAPITAL... 687,500 0 0  
II. FIRE FUNDS... 2,933,716 14 4  
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SHEWAN, TOMES & CO.,  
Agents,  
Hongkong, 3rd July, 1901. [1641]

**PHENIX FIRE OFFICE.**  
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.  
DOUGLAS LARPAIK & CO.,  
Agents for the Phoenix Fire Office,  
Hongkong, 17th August, 1887. [32]

**"L'URBAINE" FIRE INSURANCE COMPANY, LD.**  
(Established 1838).  
THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.  
P. LEMAIRE & CO.,  
Hongkong, 7th February, 1901. [439]

**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.**  
The Undersigned AGENTS of the above Company, PREPARED TO ACCEPT FIRST CLASS FOREIGN AND CHINESE RISKS at Current Rates.  
SIEMSEN & CO.,  
Hongkong, 29th May, 1895. [31]

**LOVE. COURTSHIP. MARRIAGE.**  
By the famous author of "How to be Happy Though Married," the  
REV. E. J. HARDY,  
MILITARY CHAPLAIN at Hongkong.  
The following Series of Articles on the above are appearing weekly in the Hongkong Daily Press:—  
ENGAGED.  
"Proposing to a girl, which was the subject of our last paper, is a very delicate and important matter, and one which requires great resources and are not, in this case, anxious to husband their resources."  
THE WEDDING and the HONEYMOON.  
"A parish clerk said to the clergyman who was adding a homily to the marriage service: 'Please to cut it short, sir; they've got the cat by the tail.'"  
MARRIED A YEA.  
"The advice 'drive gently over the stones,' which is frequently given to inexperienced whips, may be respectfully suggested to the newly married. The first evil about which should be marked 'dangerous' is the first year of married life."  
LOVING THOUGH MARRIED.  
"Shakespeare says that 'a man may April when they woo, and December when they wed,' but not a few women can say of their husbands what Garrick's wife said of hers: 'He never was a husband to me; he was always a lover.'"  
Hongkong, 17th August, 1901. [2096]

**PERSEVERANCE LODGE OF HONGKONG, No. 1, 185.**  
A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, on MONDAY, the 16th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 9th September, 1901. [2292]

**PERSEVERANCE LODGE OF HONGKONG, No. 1, 185.**  
A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, on MONDAY, the 16th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 9th September, 1901. [2292]

**PERSEVERANCE LODGE OF HONGKONG, No. 1, 185.**  
A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, on MONDAY, the 16th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 9th September, 1901. [2292]

**PERSEVERANCE LODGE OF HONGKONG, No. 1, 185.**  
A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, on MONDAY, the 16th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 9th September, 1901. [2292]

**PERSEVERANCE LODGE OF HONGKONG, No. 1, 185.**  
A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, on MONDAY, the 16th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 9th September, 1901. [2292]

**PERSEVERANCE LODGE OF HONGKONG, No. 1, 185.**  
A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, on MONDAY, the 16th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 9th September, 1901. [2292]

**PERSEVERANCE LODGE OF HONGKONG, No. 1, 185.**  
A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, on MONDAY, the 16th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 9th September, 1901. [2292]



## TO LET.

## TO LET.

**N<sup>O</sup>. 1, STEWART TERRACE, the PEAK.**  
Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**  
Hongkong, 17th July, 1901. [1799]

## TO LET.

**A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHEW STREET.**  
Apply to—  
**CARLOWITZ & CO.,**  
Sales Office,  
Hongkong, 16th September, 1901. [2302]

## TO LET AT KOWLOON.

## FROM 1st OCTOBER.

**HOUSES Nos. 9 & 11, SALISBURY AVENUE, FURNISHED or UNFURNISHED.**  
Very healthy locality.  
Apply to the  
**OCCUPERS OF THE HOUSES.**  
Hongkong, 10th September, 1901. [2305]

## TO LET.

**GODOWNS, No. 5, DUNDRELL STREET.**  
Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**  
Hongkong, 5th July, 1901. [1692]

## TO BE LET.

**HOUSE No. 1, BEACONSFIELD ARCADE, facing Parade Ground. OFFICES and ROOMS on 2nd Floor in Beaconfield Arcade.**  
For Particulars, apply to—  
**TURNER & CO.,**  
Hongkong, 7th September, 1901. [2296]

## TO LET.

**FURNISHED, TWO ROOMS, with Kitchen and Bathroom, QUEEN'S ROAD CENTRAL.**  
Apply—  
**MANAGER, Daily Press Office,**  
Hongkong, 7th September, 1901. [2295]

## TO LET.

**POSSESSION, ADJACENT 1st.**  
**THE GODOWN in WEST POINT**  
Apply to—  
**LAURENCE WEGENER & CO.,**  
Hongkong, 12th July, 1901. [1730]

## TO LET.

**66 FEERNHEAD, No. 37, ROBINSON ROAD.**  
Apply to—  
**S. A. RAMJAHN,**  
Care of Thompson's Grill Room,  
Hongkong, 1st August, 1901. [1847]

## TO LET.

**GODOWN—PRAYA, KENNEDY TOWN.**  
Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**  
Hongkong, 4th September, 1901. [2251]

## TO LET.

**N<sup>O</sup>. 8, QUEEN'S ROAD CENTRAL.**  
Apply to—  
**KWONG CHEONG WO,**  
No. 239, Des Vaux Road,  
Hongkong, 8th July, 1901. [1733]

## TO LET.

**A HOUSE in RIFON TERRACE.**  
Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**  
Hongkong, 12th July, 1901. [169]

## TO LET.

**OFFICE in QUEEN'S ROAD, No. 15, FIRST FLOOR, from 1st October.**  
Apply to—  
**L. M.,**  
Care of Daily Press Office,  
Hongkong, 2nd September, 1901. [2292]

## TO LET.

**TWO BEDROOMS (FURNISHED), PRAYA EAST, WANCHAI.**  
Apply by letter to—  
**A. Z.,**  
Care of Daily Press Office,  
Hongkong, 5th September, 1901. [2295]

## TO LET.

**POSSESSION from September, "THE CASTLE" on CASTLE ROAD.**  
Apply to—  
**No. 5, SEYMOUR TERRACE,**  
Hongkong, 30th August, 1901. [2210]

## TO LET.

**N<sup>O</sup>. 26, WYNDHAM STREET.**  
Apply to—  
**C. F. DE CARVALHO,**  
Hongkong, 2nd August, 1901. [2229]

## TO LET.

**1st, 2nd and 3rd FLOORS of No. 33, QUEEN'S ROAD CENTRAL, next to Messrs. LANE, CRAWFORD & Co., now bearing Completion. Suitable for Offices.**  
Apply to—  
**WING CHEONG,**  
Nos. 1 & 3, D'Almeida Street,  
Hongkong, 21st August, 1901. [2218]

## TO LET.

**N<sup>O</sup>. 1, 2 & 3, WILD DELL, WANCHAI ROAD.**  
Apply to—  
**SANG KEE,**  
238, Des Vaux Road Central,  
Hongkong, 16th August, 1901. [2084]

## BOARD AND RESIDENCE.

**M<sup>RS</sup>. GILLANDERS.**  
**GLENWOOD,**  
21, CAINE ROAD,  
Hongkong, 2nd September, 1901. [1869]

## BOARD AND RESIDENCE.

**COMFORTABLY FURNISHED ROOMS, with Board.**  
Apply to Mrs. MATHER,  
2, Paddy's Hill,  
Hongkong, 1st January, 1902. [2165]

## HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING

**"DAILY PRESS" OFFICE.**  
The only office in China having European taught workmen. Equal to Home Work.

## BUILDERS

**KANG ON.**  
Contractor, 30, D'Almeida Street. Local and Coast Port Buildings, Timber, Brick and Granite.  
Mechanics engaged. Estimates given.

## CHEMISTS DRUGGISTS, &amp;c.

**THE VICTORIA DISPENSARY.**  
Chemists and Druggists, High-class Acetate Waters. Dealers in Photographic Requisites. Queen's Road.

## FURNITURE WAREHOUSEMEN

**A CHEE & CO.,** Established 1850.  
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

## JEWELLER

**MAISON LEVY HERMANOS.**  
Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and India.

## PHOTOGRAPHERS

**A FONG.**  
The largest and most complete Studio in Hongkong. Established 1824. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c. 100, House Street.

## MEE CHEUNG.

100, House Street, Top Floor. Permanent Enlargements, Groups, Views, &c. Development Works. Amateurs' Requisites.

## M. MUMFAY, JAPANESE ARTIST.

Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

## PRINTING

**"DAILY PRESS" OFFICE.**  
Proofs read by Englishmen.

## STOREKEEPERS

**F. BLACKHEAD & CO.,**  
Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

## BISMARCK &amp; CO.,

Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

## KWONG SANG &amp; CO.,

Shipchandlers, Sailmakers, Ironware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.

## MORE &amp; SEIMUND,

43 and 45, Des Vaux Road, Shipchandlers, Sailmakers, Biggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Commission ("Greyhound Brand") and Blundell Spence & Co.'s Commission.

## TAILORS

**R. HAUGHTON & CO.,**  
Naval, Military and Court, 16, Queen's Road, Opposite Kuhn's Carriage Shop.

## TOBACCONISTS

**D. S. DADY BURJOR, "LOS FILIPINOS,"**  
Importer of the Best Manila Cigars; 23, Pottinger Street.

## WATCHMAKERS

**DROZ & CO.,**  
10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

## BRITISH NORTH BORNEO.

**TENDERS** are invited for the General Farms for a period of three years commencing from the 1st January, 1902, as herein below described:—

**OPIMUM.** The sole right to import, manufacture and sell raw Opium, Chandi and Opium Dross in British North Borneo and Labuan.

**SPIRITS.** The sole right to license the manufacture and sale of such Wines and Spirits as are usually consumed by Chinese and other Asiatics, and the right to issue licenses to sell Wines, Beer and Spirits under Notification dated 1st February, 1893.

**PAVN-BROKING.** The sole right to keep and license others to keep Pavn-broking Establishments.

**GAMBLING.** The sole right to keep and license the keeping of Gambling Houses.

(2) These tenders must be sent under sealed cover to reach Sandakan by noon on the 11th day of October, 1901, and must be addressed to the Secretary to the Governor. The words "Revenue Farms" must be written on the outside of the envelope.

(3) The Laws and Regulations governing these Farms can be seen on application at the Office of Messrs. Guthrie and Co., Singapore, of Messrs. Gibb, Livingston and Co., Hongkong, of the *Malay Mail* at Kuala Lumpur and of the Treasurer-General at Sandakan.

(4) The Opium Regulations are similar to those in the Straits Settlements.

(5) The Gambling Regulations are similar to those in the Malay States.

(6) Every tender must state the nature of the security to be offered, which must be partly in cash, to be deposited in an approved Bank, and partly in land and house property.

(7) The Government does not bind itself to accept the highest or any tender.

## LABUAN.

The Colony of Labuan will be included in the British North Borneo Farms for Opium, Spirits and Pavn-broking.  
Sandakan, 8th July, 1901. [2029]

## LESSONS IN FRENCH.

**NEW** and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Please address—  
**B. R.,**  
Care of Office of this Paper.  
Hongkong, 23rd February, 1901. [2165]

## [ALL RIGHTS RESERVED.]

## MORRIS OF CHINA,

## BY

## FERDUS HUME

(Author of "The Mystery of the Hunsen Cathedral," &c.).

When James Morris went out to trade in tea at Shanghai, somewhere in the late eighties, those with whom he foregathered were in the habit of calling him prig—adjective suppressed. And his aggressive respectability lowered the term. Bora and bred in the cathedral city of Boornminster, he could not rid himself of a propensity for preaching, acquired in that clerical atmosphere. Platitudes intended at wrong moments only bore people; and the colony at Shanghai told James as much. To put it plainly, he was snubbed. And after one or two experiences of this kind, he deserted his English confidants for the society of such Chinese merchants as desired to extend sympathy to "a foreign devil." In their company he learned more than was good for him.

Perhaps he would not have fallen from grace but for the inevitable woman—a Boornminster girl who taught in a Sunday school, and who intended to be James's handmaiden when he had made money enough to take her over. She had vowed—with many Scriptural quotations—that she would be true to James until he came home to marry her; then they would go out to Shanghai and convert the poor heathens.

But unfortunately for this scheme, the girl took up with a fascinating curate, and was left to James. From the mail which brought her letter of renunciation dated the downfall of the "prig," he dropped his preaching in favour of terse language interlarded with strong words, put his "blue ribbon" into the fire, and ordered "pegs" at the club. His friends began to call him "Jim"; then they ceased to play cards. Finally, on a business tour round Asia, he was dubbed "Morris of China," and thenceforth lost the last remnants of the clerical graces which the Boornminster girl had so admired. But by this Jim did not care for the girl any longer.

He had, however, yet to commit his worst sin. So long as the girl at home had remained true to him, he had kept away from the feminine population of Shanghai. Not so after he had received that fateful letter. He followed the custom of the country and married. The ceremony was strictly in conformity with Confucian rites, and Li-Tao deemed it binding. Jim thought otherwise; but he did not tell her so. For his wife was virtuous, and there might have been trouble.

Li-Tao was a pretty, modest little woman, with a golden skin and almond-shaped eyes. She dressed in gay colours and wore silver pins in her hair. Not having the three-inch lily feet of the Chinese woman, she was able to walk without a tottering gait, and she was active in looking after the tiny nest which Jim lived on the outskirts of the city. Above all Li-Tao adored Jim; and he became as strongly attached to her as the West wall can be to the East.

Before her loss it was Quian Yin, the goddess of Mercy—who burnt much paper, all on Jim's account. And she spread a table before the shrine with rice cakes and wine, and laid on it pieces of silk for the goddess to clothe herself withal.

"You will love this contemptible person always," she would ask him in her flowery way, at least twenty times a week.

"Always," Jim would reply; adding to this assurance his formula: "You are the dearest and sweetest lily in China."

"My feet are big, lordly and noble husband; but not so big as my heart. I have a vile gift for your acceptance, gracious being."

And then she led him into another room where, leaning against the wall, was a handsome coffin of carved cedar.

"See," cried Li-Tao triumphantly. "It comes from Hangchow—it cost—oh, I can't tell you how many cash! It is an unworthy gift for the sweet-smelling mandarin, I know; but he will accept the mean offering of his miserable fool of a wife!"

"Oh yes—very good of you, Li-Tao," said Jim, for he knew that according to Chinese custom this was the most acceptable present she could make. But he did not like the idea; for he was growing stout, and he knew that he ran some risk of asphyxiation if he wore more than a week afterwards he was more moderate in his "pegs" lest he should occupy it untidily.

But he said nothing to Li-Tao of all this, knowing, as he did, that the Chinese take as much pride in their coffins as the Egyptians did in their tombs.

"Of course the poor little creature means well," he observed to a brother tea-trader, "but you can't think how the thing worries me! I don't want to be constantly reminded of the next world."

"Humph!" retorted the friend. "You are perhaps not so well prepared for the next world as when you came out East."

"It's thanks to such as you that I'm unfit for it now," replied Jim. "But Li-Tao, he went on reflectively, "I can't quite understand her."

"Who ever does understand the Chinese?" said Barnes. "I've lived amongst 'em for thirty years, and I'm as much in the dark as ever. But the I haven't married a yellow wife, you see," he granted. "You have, and you seem to like the connection."

"It's only a temporary one. When I return to England I shall pension Li-Tai off for ever. But the I haven't married a yellow wife, you see," he granted. "You have, and you seem to like the connection."

"It seemed as though Jim's threat to go home and get married in Boornminster was a vain one, or perhaps he had not made money enough. At all events he stayed in Shanghai, with Li-Tao, and got thoroughly polarised. The life evidently suited him, so did Li-Tao. Moreover, the old folk at home died, and Jim had less cause than ever to revisit England. So he saved his money, and grew stout. Now and again he took a run round Asia, as in the old days when he was the virtuous James Morris. But most of his time was passed in the Street of the Thousand Blessings.

The year nineteen hundred came round, and there was no sign of the coffin being occupied. It stood in the drawing-room as of yore; and Li-Tao took as much pride in it as ever.

Then there came trouble in the outside world. Barnes, who had just returned from Peking, had much to tell Jim about it.

"There's going to be a shine in the tents of Kedar," said he. "Oh, I know what I'm saying. Morris. That old devil, the Dowager-Empress, is about to make trouble. She's playing Russia's game just now—she'll play her own later on."

"And what will that be?"  
"An anti-foreign policy. We and the like of us will get asked to quit."

"Europe won't stand that!"

Then Europe will have to lump it. The Powers have been pecking at the Dragon these many years. He'll wake up soon and make a meal of them! The West doesn't realise the danger; and in the event of a war, the West will climb down pretty sick."

So argued Barnes; but Jim did not believe him. In spite of his travels and experience, he still held the insular belief in the perfection of England and of things English. So he talked magnificently of what the Empire could do and would do if the Dragon woke up; and ignored the dangerous elements swirling around him. Li-Tao might have enlightened him, for she heard much gossip in the bazars; but Jim snubbed her when she talked "native" to him, and so the little woman held her tongue and vexed not her stupid god. Such was the condition of things at the beginning of nineteen hundred.

It might or might not have been the result of his talk with Barnes, but Jim at this time fell home sick. After years of tropical heats, aerial blue skies, and constant gaudy colours, he yearned for the cool grey mists of England—for the garden landscape—above all, for restful Boornminster.

So this as it may, he made up his mind to go home, and after taking a tender leave of Li-Tao, who cried herself sick, he sailed west. He went with every intention of remaining faithful to his little wife, and left with her a goodly sum of money. And Li-Tao redoubled her offerings of paper and baked meats to Quian Yin for the protection of her darling.

But racial influence, the power of the West seized upon Jim when he had unpacked his kit in the principal hotel of Boornminster. He assumed the frock coat of civilisation; donned its tall hat; and went round to call on such friends of his youth as were yet alive. The maidens of Jim's recollection—some long married, some still single—were all equally elderly and prim; youths had fattened into portly gentlemen, who knew nothing, and wanted to know nothing, beyond the grey old city. Dinner and tennis and tea-parties did they give in honour of Jim; they talked of the departed Canon, and detailed the news of the past twenty years. Jim felt like Rip Van Winkle. But he submitted himself to the somewhat influence of the place, and liked it rather than otherwise; for he felt the greenness and dulness a relief after the dash and clamour of the gaudy East.

Then it came about that Jim met a girl—a girl who traced back to him that other who had been faithless—girl, pretty, and plump, and prim—a real English rose with not character sufficient to possess any thorns. They met at a tennis party, and they played singles. Ethel Harper was her name; and she allowed him to win in spite of his stoutness—a victory which led to his undoing. Perhaps this result had been intended by the plump little lady, who had carefully informed herself of Jim's worldly position, and the amount of his income. So she took to reading books on China, and became imbued with the idea that she could queen it in Shanghai if she chose. On the whole she decided that she could not do better than become Mrs. Morris of China; and to her own satisfaction, and to Jim's bewilderment, she had achieved this desirable and before the time came for Morris's departure for the Far East.

In the whirl of this to him—unexpected courtship and marriage, Jim had had little time for thinking of Li-Tao; but at Suzeh, with the first chuff of the East, he began to wonder that the house in the Street of the Thousand Blessings still existed, and that Li-Tao awaited his return therein alongside the cedar coffin.

Ethel—good innocent girl—knew nothing of this pre-matrimonial knot the undoing of which so bothered Jim; and she wondered greatly at his preoccupation. But he carefully explained that his joy in the possession of so charming a wife as herself was too great for words.

On their arrival at Shanghai, Ethel was delighted with the wife of a friend who had married Li-Tao, and could not therefore tell tales. Taken up with the novelty of all around her, she took no notice of her husband's occasional absences; it was natural enough that after his long holiday he should have a good deal of business to attend to. So she stayed under the wing of Mrs. Sorley, and Jim went off to rid himself of Li-Tao. He had paid her two visits before he could bring himself to tell her the truth; for her delight at his return had been unbounded. At last, however, it came out—Li-Tao's most ungrateful man, more modest than Jim, left her no room to doubt.

"You will leave me, noble husband!" wept Li-Tao when she had grasped the situation. "And you have taken a Yang kietze (foreign devil) to be your wife—your second wife!" she added, looking up, "for I am the elder!"

"You know I am not of your religion, Li-Tao," replied Jim in great embarrassment, "and I can have only one wife."

"Myself!"

"No—dove mates only to dove. I have married a woman of my own people."

"You are tired of me—I am old and ugly."

"Li-Tao, you are as pretty as ever. But can't you understand, I must cling to my own race."

Li-Tao could not understand. She loved him with all her soul; she had been his wife those ten or more years; and so she hated the foreign woman who had taken her place with all the hatred of the east—a hatred like unto devouring flame. Jim offered to pension her off; but she would have none of his money. "Only kill me! only kill me!" she cried; and moreover brought him a knife that he might do as she wished. Naturally enough, he refused; but still she pleaded.

"You must kill me! Only thus can I get you from the foreign woman. When you die, mine you shall be in the next world. Quian Yin will bring us together. It is my last request, beloved lord. Your vile slave would die by your generous and beneficent hand."

It was in vain that Jim tried to argue her out of this idea. Dis she would; and when he refused to gratify her request, she took her departure, and went, almost as poor as when she had come to him. "I am tired of this white talk," she said—meaning her unsuccessful argument. "My ways are not your ways. I shall go back to my own people at Tientsin. They will understand."

So Li-Tao made up a bundle of all the pretty things Jim had given her and went inland to the city which near Peking—"in the shadow of the Son of Heaven" as the Chinese describe it. Before she went, one last word she addressed to the white man who had betrayed her—a word of warning. "*Huan Chia huo so fu ch'!*" said she; and Jim was Chinese scholar enough to know that it meant "Change the plates, and the house wife will die." But he thought she referred to her own death, and not to Ethel's.

(To be continued.)

## UNDEE ENGLISH MANAGEMENT.

## AH YOUNG &amp; CO.

NAVY AND ARMY CONTRACTORS, and WHOLESALE PROVISION MERCHANTS. Orders promptly executed. Satisfaction guaranteed. Price List on application.

9, VICTORIA STREET, HONGKONG (Next Central Market).  
GEO. MOIR, Manager.  
Hongkong, 1st August, 1901. [1940]

**lanoline'**  
Natural Toilet Preparations.  
Toilet 'lanoline' in collapsible tubes. Makes rough skin smooth, and protects delicate complexions from wind and sun.  
'lanoline' Toilet Soap  
Never irritates; cleanses and keeps the skin supple.  
Wholesale Depot—67, Hornsey Road, LONDON.

JAPAN COALS  
THE MITSUI BUSSAN KAISHA (OR MITSUI & CO.)

HEAD OFFICE:—43, SARANOTO-CHO, TOKYO.  
LONDON OFFICE:—34, LIME STREET, E.C.  
HONGKONG OFFICE:—5, ICE HOUSE STREET.

BRANCH OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chifu, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasabe, Misaki, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI."  
A.B.C. and A. 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ibi Coal Mines; and SOLE AGENTS for Fukuro, Hokoku, Ichimura, Kairaku, Kishima, Maunara, Onoura, Otsu, Tokuyama, Tsubakura, Yoshitani, Yoshio, Yonokura, and other Coal Mines.  
N. INUZUKA, Manager.  
Hongkong, 1st August, 1901. [1331]

## HATCH, MANSFIELD &amp; CO., LD.

THE LEADING HOUSE FOR GOOD VINTAGES.  
PORT.  
OLD IN WOOD.

HUNT'S 322 RUBY. Very old and soft. Per Doz. 820.00  
BYASS'S 189 OLD PORTUGAL. Very fine old tawny; about 30 years in wood. 20.50

Shipped respectively by HUNT, ROOPE & CO., and GONZALEZ & BYASS, of Oporto, every bottle bearing their name on the label, and guaranteed to contain none but Wines of Good Vintage.

A GOOD SELECTION OF OTHER WINES AND SPIRITS IN STOCK. PROMPT DELIVERY OF ANY QUANTITY FROM ONE BOTTLE UPWARDS. For Price List, apply to—  
13381

LINSTEAD & DAVIS, AGENTS.  
D. G. GEORGACOPULOS

IMPORTED  
EGYPTIAN CIGARETTES

THE RECOGNISED LEADING CIGARETTE.  
MADE IN CAIRO.

SEE THAT ALL PACKETS BEAR THE EGYPTIAN GOVERNMENT STAMP. THE ONLY GUARANTEE OF ORIGIN.

SOLE IMPORTERS—  
MESSRS. LANE, CRAWFORD & CO.  
HONGKONG; [1881-2]

**TRY NAVY CUT ATC A GENTLEMAN'S SMOKE**  
Supplied in Three Grades. Mild Medium & Strong.  
PACKED IN AIR TIGHT VACUUM TINS  
MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.

**SWEET SPANISH**  
The American Tobacco Co. U.S.A.



**HAMBURG-AMERIKA LINIE.**  
**NORDDEUTSCHER LLOYD.**  
FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the MEDITERRANEAN, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.		
SUBJECT TO ALTERATION.		
STEAMERS.	DESTINATIONS.	SAILING DATES.
ANDALUSIA .....	HAYRE & HAMBURG .....	On 21st Sept. Freight.
Capt. Ehlers .....	(Calling at Singapore and Penang) .....	
ARABIA .....	HAYRE & HAMBURG .....	On 5th Oct. Freight.
Capt. Sachs .....	(Calling at Singapore and Colombo) .....	
KOENIGSBERG .....	HAYRE & HAMBURG .....	On 19th Oct. Freight.
Capt. Christiansen .....	(Calling at Singapore and Penang) .....	
BANBERG .....	HAYRE & HAMBURG .....	On 2nd Nov. Freight.
Capt. Jacob .....	(Calling at Singapore and Colombo) .....	
SEGOVIA .....	HAYRE & HAMBURG .....	On 16th Nov. Freight.
Capt. Feroek .....	(Calling at Singapore and Penang) .....	
MARBURG .....	HAYRE & HAMBURG .....	On 30th Nov. Freight.
Capt. von Binzer .....	(Calling at Singapore and Colombo) .....	

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
SAILING DATES.

W. Bunnbridge.....

ROSETTA MARY.....	{ SYDNEY and MELBOURNE, via	FRIDAY,	27th Sep
N. Tate.....	{ MANILA, THURSDAY ISLAND,	4 P.M.	
	{ TOWNSVILLE and BRISBANE }		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 24th August, 1901.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

	SAFETY.	SPEED.	PUNCTUALITY.
"Empress"	Twin Screw Steamships	6,000 Tons—10,000 Horse-Power	Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.  
CALLING FROM HONGKONG.

**NORTHERN PACIFIC  
STEAMSHIP CO.**

Steamer.	Tons.	Captain.	Proposed Sailing
OLYMPIA .....	2,937	J. Truebridge	October 1st
VICTORIA .....	3,502	J. Panton	October 15th
BRAEMAR .....	3,601	W. Watt	November 12th
GLENLE .....	3,750	W. Frakes	November 28th

(SUBJECT TO ALTERATION).

**"EMPRESS OF JAPAN"**...Comdr. H. Pybms, R.N.R. .... **WEDNESDAY**, 25th Sept, 1914  
**"EMPRESS OF CHINA"**...Comdr. R. Archibald, R.N.R. .... **WEDNESDAY**, 23rd Oct., 1914  
**"EMPRESS OF THONG"**...Comdr. E. Beetham, R.N.R. .... **WEDNESDAY**, 6th Nov., 1914  
**"PARTAR"**, 4,325 Tons...Comdr. E. Beetham, R.N.R. .... **WEDNESDAY**, 26th Nov., 1914  
**"EMPRESS OF INDIA"**...Comdr. O. F. Marshall, R.N.R. .... **WEDNESDAY**, 4th Dec., 1914  
**"ATHENIAN"**, 3,382 Tons, Capt. H. Mowatt .....

**T**HE magnificent **TWIN-SCREW STEAMSHIPS** of this Line pass through the famous **INLAND SEA OF JAPAN**, and usually make the voyage **YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS**, saving **THREE DAYS** as to a **WEEK** in the **Trans-Pacific route**, and make **connections** at **Vancouver** with **THE PALATIAL TRAINS** of the **CANADIAN PACIFIC RAILWAY**, which leave daily, and cross the **Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE**. **Connections** are made at **Montreal**, **Quebec**, **Hullifax**, **New York** and **Boston** with **All-Trans-Atlantic Liners**, which passengers to **Great Britain** and the **Continent** are given choice of.

Passengers Booked through to **all principal points** and **AROUND THE WORLD**. **Return tickets** to **various points** at **reduced rates**. **Good for 4, 6, 9, and 12 months**.

**SPECIAL RATES** (for **first class only**) granted to **Missionaries**, **Members of the Navy**, **Military**, **Diplomatic** and **Civil Services**, and to **European Officials** in the **Service of China** and **Japan**.

The **attractive features** of this **Company's route** embrace its **PALATIAL STEAMSHIP** (second to none in the **World**), the **LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS** (the **Company** having received the **highest award** for same at recent **Chicago World Exhibition**), and the **diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENES** through which the **Railways** pass.

**THE DINING CARS AND MOUNTAIN HOTELS** of this route are **owned and operated** by the **Company**. **First appointments** and **Cuisine** are **unexcelled**.

**IMPERIAL GERMAN MAIL  
LINE.**

**NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.**  
**STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT**  
**SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,**  
**PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS:**  
 ALSO  
**LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON**  
**AND SOUTH AMERICAN PORTS.**  
**STEAMERS WILL CALL AT SOUTH HAMPTON TO LAND PASSENGERS AND LUGGAGE.**  
**N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES**  
**IN RUSSIA.** SUBJECT TO ALTERATION

by the Company, and then \_\_\_\_\_

**\* SPECIAL EXTRA SERVICE.**  
The Company's Steamships "TARTAR" and "ATHENIAN" have now been put on the Line between CHINA and JAPAN PORTS and VANCOUVER, an additional sail taking Cargo and Passengers for all points in CANADA and the UNITED STATES.  
In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes First and Cabin Passengers with accommodation unequalled on the Pacific, also Steerage for Cabin Passengers with accommodation unequalled on the Pacific. Passengers only. The rate is usual.  
The "TARTAR" takes First Class and Steerage Passengers only.  
Made between YOKOHAMA and VANCOUVER in 11 Days.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Parker's Street.  
11th September, 1901.

**PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**

LONDON..... { BOMBAY..... About 21st } Freight or Passage.  
                               H. S. Bradshaw } September

YOKOHAMA VIA SHANGHAI AND KOBE..... { CEYLON..... About 21st } Freight or Passage.  
   (Passing through the } W. Hayward, R.N.K. } September  
   Inland Sea)

For Further Particulars, apply to

H. A. RITCHIE,  
 Superintendent.

Hongkong, 5th September, 1891.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO REVISIONS  
SAILING DATES.  
18th September.

PRINZ HEINRICH	WEDNESDAY	2nd October.
PREUSSEN	WEDNESDAY	16th October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	30th October.
SACHSEN	WEDNESDAY	13th November.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	27th November.
BAYERN	WEDNESDAY	11th December.
STUTTGART	WEDNESDAY	25th December.
KONIG ALBERT	WEDNESDAY	8th Jan., 1902.
PRINZESS IRENE	WEDNESDAY	22nd Jan., 1902.
PRINZ HEINRICH	WEDNESDAY	5th Feb., 1902.
PREUSSEN	WEDNESDAY	19th Feb., 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	5th Mar., 1902.
SACHSEN	WEDNESDAY	

ON WEDNESDAY, the 18th day of September, 1901, at NOON, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 16th September, Cargo and Passengers' Board until 5 P.M. on TUESDAY, the 17th September, and Parcel Receipts will be received at the Agency's Office until NOON on TUESDAY, the 17th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardsess.

Linen can be washed on board.

**NORDDEUTSCHER LLOYD**

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**

Hongkong, 10th September, 1901.



# VESSELS ON THE BERTH OCEAN STEAMSHIP COMPANY.

OUTWARDS.		DATE
FROM LONDON	ULYSSES	On 12th September.
FROM LONDON	AGAMEMNON	On 19th September.
FROM LONDON	CALCHAS	On 26th September.
FROM LONDON	NESTOR	On 1st October.
FROM LONDON	LAERTES	On 8th October.
HOMEWARDS.		DATE
TO LONDON	IDOMENEUS	On 17th September.
TO LONDON	TYDEUS	On 1st October.
TO LONDON	PYRRHUS	On 15th October.
TO LONDON	AGAMEMNON	On 29th October.
TO LONDON	ORESTES	On 12th November.
TO LONDON	ULYSSES	On 15th October.

For Freight apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS C. S. CO.

## CHINA NAVIGATION CO., LIMITED.

STEAMERS		TO SAIL
SHANGHAI	WUJONG	On 12th September.
HANIL	SUNGKIANG	On 14th September.
HOILO ACEBU	KAIFONG	On 16th September.
YOKOHAMA	CHINGTUC	On 18th September.
SHANTIN	RWEIYANG	On 20th September.
SHANGHAI	WHAMPOA	On 22nd September.

The attention of Passengers is called to the superior accommodation offered by these boats, which are fitted throughout with Electric Lights. A daily qualified Surgeon is carried. For Freight or Passage apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 7th September, 1901.

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA  
THE Company's Steamship

"YUENSANG"  
Captain R. J. D. Smith, will be despatched on FRIDAY, the 13th inst., at 5 P.M. This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Lights, and carries a Doctor. For Freight or Passage apply to—  
**JARDINE, MATHESON & CO.,**  
General Managers.  
Hongkong, 10th September, 1901.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"ATAKA"  
will be despatched for the above port on or about 13th September.  
To be followed by the Steamship "ANAPA" about 15th October, 1901.  
For Freight apply to—  
**SHAW, TOMES & CO.,**  
Agents.  
Hongkong, 14th August, 1901.

FOR NEW YORK VIA SUEZ CANAL.  
THE H. A. L. Steamship

"ARAGONIA"  
Captain Fort, will be ready to receive cargo for the above port on FRIDAY, the 13th inst., and will be despatched on the 15th inst., a.m. For further particulars, apply to the—  
**HAMBURG-AMERICA LINE,**  
Hongkong Office.  
Queen's Buildings No. 1.  
Hongkong, 7th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU"  
Captain T. Ozata, will be despatched for the above ports on SUNDAY, the 15th inst. For Freight or Passage, apply to—  
**THE MITSUI BUSSAN KAISHA,**  
Agents.  
Hongkong, 5th September, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"MOGUL" On 21st September.

"KATSUMA" On 29th October.

"KURDISTAN" On 1st November.

"LENNON" On 8th November.

For Freight and further information, apply to—  
**DODWELL & CO., LTD.,**  
Agents.  
Hongkong, 4th September, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Sailing at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"AIRLIE"  
Captain St. John George, will be despatched for the above ports on THURSDAY, the 12th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

R.E.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to—  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 9th September, 1901.

## VESSELS ON THE BERTH.

### U. S. MAIL LINES

#### PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th November, at Noon.

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 24th September, at Noon, taking Freight for Japan, the United States and Europe.  
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 25 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages received at the Office until 5 P.M. same day; all Parcel Packages should be marked to order in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold) are required to be presented to the Collector of Customs, San Francisco, should be sent to the Collector's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

**GEO. ECKLEY,**  
ACTING AGENT.

Hongkong, 11th September, 1901.

### CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATLANTIC, PACIFIC AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" On 15th Sept.

S.S. "STRAITHGYLE" On 15th Oct.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on SUNDAY, the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 28th August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED,

having Established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in conjunction with the—

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and Interior points of U.S.A. to the Orient.

For further particulars, apply to—  
**THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK.**

To the Agents of the Company at Japan, China, Philippines and Straits;

**FRANK WATERHOUSE & CO.,** General Western Agents, SEATTLE; or to **GEO. SUTHERLAND,** General Agent for the East, SHANGHAI.

**JARDINE, MATHESON & CO.,** Agents.

Hongkong, 25th July, 1901.

## VESSELS ON THE BERTH THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 12th September.

For Freight or Passage, apply to—  
**THE MITSUI BUSSAN KAISHA,**  
Agents.  
Hongkong, 5th September, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 2nd September, 1901, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Thales, British steamer, 835, Robson, Sept. 19.  
Douglas Laprak & Co.  
Trigona, British str., 1069, Powell, Aug. 21.  
Arnhold, Karlsruhe & Co.  
Taurigian Maru, Jap. str., 2560, Narasaki, Sept. 9, M. B. Kaisha.  
Victoria, American str., 2112, Panton, Aug. 1.  
Dodwell & Co., Limited.  
Yodo Maru, Jap. str., 1661, Nambuwa, Sept. 4, Chinese.

Yuenyang, British str., 1198, Rolfe, Sept. 9.  
Jardine, Matheson & Co.  
SAILING VESSELS.

Brizeux, French ship, 1400, Gaurio, Aug. 7.  
Order.  
Celeste Burrill, British ship, 1764, Jeffry, May 29, Order.

Geo. Valentine, French bark, 766, Harbert, Aug. 23, Order.

Helen A. Wyman, Amer. ship, 1684, Vanhon, Sept. 10, Arnhold, Karlsruhe & Co.

I. F. Chapman, Amer. ship, 2013, Chapman, Aug. 10, Arnhold, Karlsruhe & Co.

Laurens, Brit. bark, 1215, McDougall, Aug. 14, Master.

L. Schepp, Amer. ship, 1673, Kondall, July 5, Carlwits & Co.

Manuel Lagano, Amer. ship, 1650, Nichols, June 30, Standard Oil Co.

M. de Villars, French bark, 1171, Rionat, May 31, E. A. Trading Co., Limited.

Sea Witch, Amer. ship, 1172, Hewes, Feb. 21, Master.

State of Maine, Amer. ship, 1467, Colcord, Sept. 1, Standard Oil Co.

Susquehanna, Amer. ship, 2500, Bailey, July 25, Order.

Vale of Doon, British bark, 672, Petersen, Aug. 13, Sander, Wicler & Co.

PIANOFOURTE TUNING AND REPAIRING.

M. E. A. BROWNE is prepared to undertake the above at reasonable rates. All Repairs done personally.

TUNING ... .. \$3.50.  
Address—  
Care of DRAGON CYCLE STORE, 22, Gular Street, Hongkong, 4th September, 1901.

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.  
Hongkong, 14th February, 1901.

怡和洋行  
YEE SANG & CO.

COAL MERCHANTS have always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. Kwong Sang & Co., No. 144, DES VUEX ROAD, HONGKONG.

NEW MUSICAL PUBLICATIONS.

MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accomp.) No. 1 ALBUM (3 Songs, English & Italian). No. 2 ALBUM (3 Songs). The LILLY WALTZ, ELIZA Waltz.

NEW FEATURE.—Pocket Edition of Piano Music including MARCH dedicated to Hongkong Volunteers and POLKA to Peak Residents. To be had of all MUSIC DEALERS.

QUAN WAH & CO., DEALERS IN ITALIAN MARBLE MONUMENTS.

DESIGNS & PRICES ON APPLICATION at No. 1, Queen's Road East, Hongkong. Hongkong, 17th October, 1899.

SIEN TING.

SURGE



